Listing of Claims:

Claim 1. (currently amended) Modular transmission unit ~~(1)~~, in particular a multistage transmission ~~(2)~~

~~1.1~~ with a box input ~~(E)~~ and a box output ~~(A)~~;

~~1.2~~ with two superimposed gears ~~(9, 10)~~ designed as three-shaft planetary wheels ~~(11, 12)~~, each comprising a sun wheel ~~(25, 27)~~, a hollow wheel ~~(24, 28)~~, a spacer ~~(23, 26)~~ and planetary wheels, whereby each of the individual shafts are formed by the sun wheels ~~(25, 27)~~, hollow wheels ~~(24, 28)~~, spacers ~~(23, 26)~~ or the elements connected in a torque-proof manner with them;

~~1.3~~ a first shaft ~~(13)~~ of the first superimposed gear ~~(9)~~ is connected in a torque-proof manner with the box input ~~(E)~~;

~~1.4~~ a second shaft ~~(14)~~ of the first superimposed gear ~~(9)~~ and a second shaft ~~(17)~~ of the second superimposed gear ~~(10)~~ can at least be connected indirectly with the box output ~~(A)~~;

~~1.5~~ a continuously variable transmission ~~(5)~~ in the form of a traction mechanism box ~~(6)~~ is arranged between the third shafts ~~(15, 18)~~ of the first and second superimposed gears ~~(9, 10)~~;

~~1.6~~ with means for controlling the gear transmission ratio at the traction mechanism box ~~(6)~~;

characterized by the following characteristics:

~~1.7~~ each of the couplings between the individual superimposed gears ~~(9, 10)~~ and the continuously variable transmission ~~(5)~~ takes places through a linking gear ~~(39, 40)~~, comprising a transmission stage ~~(19, 20)~~;

~~1.8~~ the first shaft ~~(16)~~ of the second superimposed gear ~~(10)~~ can be connected optionally with the box input ~~(E)~~ via a first clutch coupling ~~(21)~~;

~~1.9~~ the second shaft ~~(14)~~ of the first superimposed gear ~~(9)~~ and the third shaft ~~(18)~~ of the second superimposed gear ~~(10)~~ can be connection optionally with the box output ~~(A)~~ via at least one other second clutch coupling ~~(22)~~.

Claim 2. (currently amended) Modular transmission unit ~~(1)~~ in accordance with claim 1, characterized in that the second shaft ~~(14)~~ of the first superimposed gear ~~(9)~~ is connected in a torque-proof manner with the third shaft ~~(18)~~ of the second superimposed gear ~~(10)~~.

Claim 3. (currently amended) Modular transmission unit ~~(1)~~ in accordance with ~~one of claims 1 or 2~~claim 1, characterized in that the individual linking gear ~~(19, 20)~~ is formed by a reverse gear.

Claim 4. (currently amended) Modular transmission unit ~~(1)~~ in accordance with claim 3, characterized in that the individual linking gear ~~(19, 20)~~ is formed by a spur-wheel stage ~~(36)~~, comprising an even number of intermeshing spur wheels ~~(29, 30, 37, 38)~~.

Claim 5. (currently amended) Modular transmission unit ~~(1)~~ in accordance with claim 4, characterized in that one of the intermeshing spur wheels ~~(29, 30, 37, 38)~~ of the individual linking gears ~~(19, 20)~~ are formed by the third shaft ~~(15)~~ if the first superimposed gear ~~(9)~~ and/or the third shaft ~~(18)~~ of the second superimposed gear ~~(10)~~ or form one structural unit with them.

Claim 6. (currently amended) Modular transmission unit ~~(1)~~ in accordance one of ~~claims 1 through 5~~claim 1, characterized in that the sun wheel ~~(27)~~ of the second superimposed gear ~~(10)~~ is created depending on the overall transmission ratio spread to be achieved.

Claim 7. (currently amended) Modular transmission unit ~~(1)~~ in accordance with ~~one of claims 1 through 6~~claim 1, characterized in that the first superimposed gear ~~(9)~~ is designed with the transmission of the continuously variable transmission ~~(5)~~, which corresponds with the theoretical maximum permissible gear transmission ratio at the continuously variable transmission.

Claim 8. (currently amended) Modular transmission unit ~~(1)~~ in accordance with ~~one of claims 1 through 7~~claim 1, characterized in that, with respect to its sizing, the sun wheel ~~(25)~~ of the first superimposed gear ~~(9)~~ is characterized by a pitch circle diameter that is in the range of 2 to 2.6 times smaller than that of the hollow wheel ~~(24)~~ of the first superimposed gear ~~(9)~~.

Claim 9. (currently amended) Modular transmission unit ~~(1)~~ in accordance with one of ~~claims 1 through 8~~claim 1, characterized in that, with respect to its sizing, the sun wheel

~~(27)~~ of the second superimposed gear ~~(10)~~ is characterized by a pitch circle diameter that is in the range of 2 to 2.6 times smaller than that of the hollow wheel ~~(24)~~.

Claim 10. (currently amended) Modular transmission unit ~~(1)~~ in accordance with ~~one of claims 1 through 9~~claim 1, characterized by the following characteristics:

~~10.1~~ the first shaft ~~(13)~~ of the first superimposed gear ~~(9)~~ and the first shaft ~~(16)~~ of the second superimposed gear ~~(10)~~ are each formed by the spacer ~~(23)~~ of the first planetary wheel ~~(11)~~ or the spacer ~~(26)~~ of the second planetary wheel ~~(12)~~ or elements coupled with them in a torque-proof manner;

~~10.2~~ the second shaft ~~(14)~~ of the first superimposed gear ~~(9)~~ is formed by the sun wheel ~~(25)~~ of the first planetary gear ~~(11)~~ and the second shaft ~~(17)~~ of the second superimposed gear ~~(10)~~ is formed by the hollow wheel ~~(28)~~ of the second planetary wheel ~~(12)~~;

~~10.3~~ the third shaft ~~(15)~~ of the first superimposed gear ~~(9)~~ is formed by the hollow wheel ~~(24)~~ of the first planetary wheel ~~(11)~~ and the third shaft ~~(18)~~ of the second planetary wheel ~~(12)~~ is formed by the sun wheel ~~(27)~~ or an element coupled with it in a torque-proof manner.

Claim 11. (currently amended) Modular transmission unit ~~(1)~~ in accordance with claim 10, characterized in that the sun wheel ~~(25)~~ of the first planetary gear ~~(11)~~ and the sun wheel ~~(27)~~ of the second planetary gear ~~(12)~~ are connected with each other in a torque-proof manner via a hollow shaft.

Claim 12. (currently amended) Modular transmission unit ~~(1)~~ in accordance with claim 11, characterized in that the coupling between the box input ~~(E)~~ and the first shaft ~~(16)~~ of the second superimposed gear ~~(10)~~ takes place via a shaft connected in a torque-proof manner with the spacer ~~(23)~~ of the first planetary wheel ~~(11)~~ and guided through the hollow shaft.

Claim 13. (currently amended) Modular transmission unit ~~(1)~~ in accordance with ~~one of claims 10 through 12~~claim 10, characterized by the following characteristics:

~~13.1~~ the first spur wheel of the first linking gear is formed by the hollow wheel ~~(24)~~ of the first superimposed gear ~~(9)~~;

~~13.2~~ the second linking gear ~~(20)~~ is formed by a spur wheel ~~(3)~~ couple in a torque-proof manner with the third shaft ~~(18)~~ designed as a hollow shaft and another spur wheel ~~(37)~~, which is

connected in a torque-proof manner with the continuously variable transmission ~~(5)~~.

Claim 14. (currently amended) Modular transmission unit ~~(1)~~ in accordance with ~~one of claims 1 through 13~~claim 1, characterized in that the continuously variable transmission ~~(5)~~ is designed as a force-fit traction mechanism box ~~(6)~~ and the traction mechanism ~~(34)~~ is formed by a belt or a chain.

Claim 15. (currently amended) Modular transmission unit ~~(1)~~ in accordance with ~~one of claims 1 through 14~~claim 1, characterized in that means for the non-slip coupling of the traction mechanism ~~(34)~~ to the revolution speed of the box input ~~(E)~~ are provided.

Claim 16. (currently amended) Modular transmission unit ~~(1)~~ in accordance with claim 15, characterized in that the means for equalizing the velocity of circulation of the traction mechanism ~~(34)~~ to the revolution speed of the box input ~~(E)~~ comprise a transfer element ~~(42)~~ that can be coupled at least indirectly with the box input ~~(E)~~ and connected in a force-fitting manner with the traction mechanism ~~(34)~~.

Claim 17. (currently amended) Modular transmission unit ~~(1)~~ in accordance with claim 16, characterized in that the traction mechanism ~~(34)~~ has a circumferential profile ~~(44)~~ on its outer perimeter ~~(43)~~, which can be attached with a complementarily designed profile ~~(45)~~ on the outer perimeter ~~(46)~~ of the transfer element ~~(42)~~.

Claim 18. (currently amended) Modular transmission unit ~~(1)~~ in accordance with claim 17, characterized in that the transfer element ~~(42)~~ is arranged coaxially to the box input shaft ~~(E)~~ or parallel to it and, for the retention of the tension in the traction mechanism ~~(34)~~, a pivot gear ~~(48)~~ is provided for the pivoting of the disk arrangements ~~(33, 35)~~ of the continuously variable transmission ~~(5)~~ and the transfer element ~~(42)~~.

Claim 19. (currently amended) Modular transmission unit ~~(1)~~ in accordance with claim 18, characterized in that the transfer element ~~(42)~~ is arranged coaxially to and in a torque-proof manner with the box input shaft ~~(E)~~ or parallel to it and a movable or pivotable tensioning device ~~(47)~~ is assigned to the traction mechanism ~~(34)~~ for the retention of the tension.

Claim 20. (currently amended) Modular transmission unit ~~(1)~~ in accordance with ~~one of claims 1 through 19~~claim 1, characterized in that the means for controlling the gear transmission ratio on the traction mechanism box ~~(6)~~ comprise actuating elements for adjusting the distances between the individual disk arrangements ~~(33, 35)~~.

Claim 21. (currently amended) Modular transmission unit ~~(1)~~ in accordance with ~~one of claims 1 through 20~~claim 1, characterized in that, between the third shaft of the first superimposed gear ~~(9)~~ and the third shaft ~~(18)~~ of the second superimposed gear ~~(10)~~, a transmission of 1 to 2 through 3, preferably 1 to 2.5 can be set, or the transmission can be set between the two individual disk arrangements at a ratio of 1 to 2 through 3.

Claim 22. (currently amended) Modular transmission unit ~~(1)~~ in accordance with ~~one of claims 1 through 21~~claim 1, characterized in that the input ~~(E)~~ is connected with a switchable starter unit ~~(48)~~.

Claim 23. (currently amended) Modular transmission unit ~~(1)~~ in accordance with ~~one of claims 1 through 22~~claim 1, characterized in that means for reversing the direction of rotation are also provided.

Claim 24. (currently amended) Modular transmission unit ~~(1)~~ in accordance with claim 23, characterized in that the means comprise a reverse gear.

Claim 25. (currently amended) Modular transmission unit ~~(1)~~ in accordance with ~~one of claims 1 through 24~~claim 1, characterized in that the first and/or the second clutch couplings ~~(21, 22)~~ are designed as frictionally engaged or synchronous clutch couplings.

Claim 26. (currently amended) Modular transmission unit ~~(1)~~ in accordance with ~~one of claims 1 through 25~~claim 1, characterized in that a starter element ~~(48)~~ is switched into the box input ~~(E)~~.

Claim 27. (currently amended) Modular transmission unit ~~(1)~~ in accordance with claim 26, characterized in that the starter element ~~(48)~~ is designed as a hydrodynamic rpm/torque converter or hydrodynamic clutch.

Claim 28. (currently amended) Modular transmission unit ~~(1)~~ in accordance with claim 27, characterized in that a bridge clutch is assigned to the starter element ~~(48)~~.

Claim 29. (currently amended) Modular transmission unit ~~(1)~~ in accordance with claim 28, characterized in that the starter element ~~(48)~~ is designed as a multiple-disk clutch.

Respectfully submitted,

John F. Hoffman
Registration No. 26,280

Attorney for Applicant

JFH/pmp

BAKER & DANIELS
111 East Wayne Street, Suite 800
Fort Wayne, IN 46802

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